

Logistics

LOGISTICS SUPPORT TO ARCTIC AND ADJACENT REMOTE AREAS

This regulation assigns responsibilities to the military services, the Defense Logistics Agency (DLA), the Military Sealift Command (MSC), and the Military Traffic Management Command (MTMC) for annual support of specified Arctic projects and remote stations. It authorizes designated activities to issue supply and shipping procedures to implement the general guidelines outlined here. However, the participating agencies must still comply with AFR 75-15/AR 55-23/OPNAVINST 4600.17C/MCO 4621.2. This publication applies to the above services and agencies, including Air National Guard and US Air Force Reserve units and members.

1. Responsible Commands. The annual supply and transportation actions described in this regulation are accomplished by the following activities:

- a. Air Force: HQ USAF/LETT; Air Force Logistics Command (AFLC); Alaskan Air Command (AAC); Air Force Space Command (AFSPACECOM/LKT); Tactical Air Command (TAC), 4700 Air Defense Squadron (DEW Systems Office); Military Airlift Command (MAC).
- b. Navy: Military Sealift Command (MSC).
- c. Army: US Army Materiel Command (AMC); Military Traffic Management Command (MTMC); 172d Infantry Brigade; Corps of Engineers (CE).
- d. Defense Logistics Agency (DLA).
- e. Air National Guard (ANG), 109 Tactical Airlift Group (TAG).
- f. General Services Administration (GSA).

2. Activities Supplied. Attachment 1 lists the stations, by projects, and attachments 2 and 3 show the locations to be supplied under the procedures given (and referenced) in this regulation. Changes in this list are made only with the approval of HQ USAF and with the concurrence of the responsible commands, as appropriate.

3. Air Force Responsibilities:

- a. Advise arctic resupply customers of its transportation requirements for annual supply of remote stations in arctic areas. Submit these require-

ments, according to the schedules in attachments 4 and 5, in sufficient detail to permit planning, programming, and budgeting.

- b. Offer all outbound ocean cargo to MSC, through MTMC except:

- (1) Cargo which, because of an international agreement, must be transported by Canadian and Danish contractors.

- (2) Bulk petroleum cargoes, except for projects Cool Barge and Pacer Alaska, which the Defense Fuel Supply Center (DFSC) offers to MSC according to DFSC operating procedures outlined in DOD Manual 4140.25.

- (3) Cool Barge and Pacer Alaska cargo, including bulk petroleum, oil, and lubricants (POL), which AAC offers direct to MSC.

- c. Provide and operate submarine POL lines (except DEW-LINE stations) to beach high-water mark, or other designated onshore pipeline connections.

- d. Provide piers or beach ramps necessary to discharge dry cargo vessels.

- e. Reimburse MSC for the contract cost of ocean transportation and related services for support of Cool Barge and Pacer Alaska stations, plus, MSC administrative expenses incurred in providing these services.

- f. Reimburse MSC for the use of MSC shipping, including out-of-pocket costs not usually incurred. Out-of-pocket costs include, but are not limited to: augmentations to the staffing scale; increase in ration allowance and subsistence of non-crew personnel; repairs due to the nature of these operations; special supplies and equipment required specifically for project use; and modifications or alterations to ships, including restoration to previous condition less normal wear and tear, activation and inactivation. The per diem and point-to-point billings will be at rates set in MSC tariffs, or as provided by the Commander, MSC.

Supersedes AFR 400-16/AR 700-45/OPNAV-
INST 4600.10B/DSAR 4500.24, 9 April 1971.
(See signature page for summary of changes.)

No. of Printed Pages: 13

OPR: LETT (Mr. Richard Ward)

Approved by: Col Charles F. Ryan

Distribution: (See page 6)

g. Reimburse MTMC for Continental United States (CONUS) terminal handling provided at the request of the Air Force.

h. Bill non-Air Force agencies shipping cargo by Cool Barge on a prorata basis of the billings received from MSC. The prorata cost will be based on the percent of short tons lifted for each non-Air Force agency. The Seattle, Washington staging and handling costs will also be billed on a prorata basis. Interservice support agreements and memorandums of agreement serve as the authority for these billings. HQ AFLC/DSXR will take these actions.

i. Form Joint Service coordinating committees composed of participating departmental and shipping agency representatives. Preseason and after action conferences will be held as necessary for effective coordination of logistics operations.

(1) For the Northwest area (Cool Barge and Pacer Alaska), AAC will provide an arctic project monitor, who will act as chairperson of the coordinating committee.

(2) For the North and Northeast; MacKenzie River; Foxe/Baffin and Greenland areas (Pacers Mack/Basin/Dew/Goose), AFLC will provide arctic project monitors to cover operations at designated water port staging areas and act as chairpersons of coordinating committees.

4. Army Responsibilities. Whenever programmed or requested by the Air Force, the Army will:

a. Within available resources, provide equipment and personnel peculiar to port operations at arctic water ports designated by the Air Force.

b. Reimburse the Air Force for the ocean transportation, or for the utilization of MSC-provided shipping used to move Army-sponsored cargo.

c. Through 172d Infantry Brigade, arrange transportation for any cargo originating within the Alaskan area destined to US Air Force stations located on the Yukon River. During the shipping seasons, the petroleum distribution office (PDO) establishes outport facilities at Dutch Harbor. These facilities document and perform quality control on all bulk POL products which have been received from vendors and loaded to barge, for delivery to Air Force stations and other federal agencies.

d. Provide construction and other engineering support services.

5. MTMC Responsibilities:

a. Provide CONUS traffic management and common user ocean terminal services and admin-

ister terminal services support according to AFR 75-2/AR 55-355/NAVSUPINST 4600.70/MCO P4600.14B/DLAR 4500.3 (Defense Traffic Management Regulation), in support of the operation as requested by the Air Force.

b. Provide terminal documentation processing support required for onward movement.

6. MSC Responsibilities:

a. MSC is the contracting authority for combined ocean and land transportation to site locations within Alaska, in support of Cool Barge and Pacer Alaska projects, according to Department of Defense letter, 16 January 1964, subject: Authority for Procurement of Ocean Transportation for Arctic Resupply (which was implemented by JCS Directive MJCS 21-64, 31 January 1964). In this connection, AAC and MSC ensure that those portions of the contracting authority which deal with cargo handling and land transportation are negotiated, with the full participation of AAC, MSC, and TAC (DEW System Office), as applicable.

b. As the single manager operating agency for ocean transportation, MSC:

(1) Provides transportation to, from, and between Northeast area (Pacer Goose) ports for duly sponsored Air Force and Army cargoes, personnel, and mail.

(2) In the case of Cool Barge and Pacer Alaska, provides transportation services, to include cargo handling and inland transportation together with the ocean movement necessary for delivery to station site. Retrograde cargo is given the same handling.

(3) Provides vessels, within its capabilities, for the ferrying of harbor craft and for mobile operations in support of isolated discharge points.

(4) Subject to forecasted ice conditions, coordinates with HQ USAF opening and closing dates for shipping operations, to, from, and between frozen water ports, except for those sites supplied by Canadian carriers referenced in paragraph 11.

7. Defense Logistics Agency (DLA) Responsibilities:

a. Defense Supply Center (DSC) and Defense Depots (DD) receive, process, and ship annual requisitions on agency-managed items according to this regulation.

b. Defense Contract Administration Service (DCAS) performs necessary support functions for those contracts assigned for administration.

c. Defense Fuel Supply Center (DFSC) receives and processes Air Force Military Interdepartmental Purchase Requests (MIPR) for slated POL products according to DOD Manual 4140.25 and distributes copies of contracts and award information as required.

8. General Services Administration (GSA) Responsibilities:

a. GSA Regions and Commodity Centers receive and process annual requisitions for agency managed items. The items are shipped according to instructions provided by the USAF Water Port Liaison Office (WPLO) for those projects under its cognizance.

b. GSA Region 10, Auburn, Washington, keeps watch and performs follow-up on supply actions, to ensure timely delivery to the staging area and outloading port, for all annual requisitions in the GSA Supply System for projects Cool Barge, Pacer Alaska, and Pacer Mack.

c. GSA Region 2, New York, NY, performs the same functions for all annual requisitions in the GSA Supply System for projects Pacer Basin, Pacer Dew, and Pacer Goose.

9. Air National Guard (ANG) Responsibilities.

The 109 TAG provides airlift of POL and outsized cargo, not compatible to contract aircraft, to Dye sites 2, 3, and 4 as requested by 4700 ADS (DEW Systems Office).

10. Preparation of Arctic Project Supply and Transportation Plans:

a. In the Northwest area, US commercial carriers transport dry cargo and bulk petroleum products from designated CONUS West Coast and Alaska ports to Alaskan destinations. In coordination with services and agencies concerned, the AAC Arctic Project Monitor publishes and distributes detailed AAC operating activity procedures covering projects Cool Barge and Pacer Alaska. This publication will describe operating activity procedures, responsibilities, and duties required to perform the annual resupply function of projects Cool Barge and Pacer Alaska. It will also reflect the approximate annual operating schedule and will be consistent with this directive, current contracts, and other agreements by participating agencies.

b. In the Northeast area, MSC vessels, or such other shipping capability as determined and approved by HQ USAF and provided by MSC, transport cargo from designated Atlantic coast

ports. These vessels also transport bulk POL from supplier terminals in US Atlantic, Gulf, or Caribbean ports. The Air Force port representative (USAF WPLO, Bayonne), in coordination with AFSPACECOM/LKT and TAC DEW System Office will issue, not later than 18 December each year, a joint supply and transportation plan. The plan will describe responsibilities, tasks, and intended plan of operation for all military and commercial agencies participating in the annual resupply of the Northeast arctic stations. This plan will also include the following:

(1) Recapitulation of estimate for (year) covering Pacer Goose Code (Y31) tonnage.

(2) Northeast area port capabilities for (year) shipping season.

(3) The dates that port capabilities will exist at Northeast area ports.

(4) Northeast area, Pacer Goose (Y31) surface resupply program desired and flow of cargo from the continental United States.

c. The USAF WPLO for each project publishes and sends shipping instructions on assigned projects. The military services, DLA, GSA, and other federal agencies using arctic resupply services distribute these instructions which contain packing, marking, delivery, and customs requirements.

11. Cargo Transported by Canadian Carriers:

a. Canadian carriers transport from designated water ports cargo for project Pacer Mack (MacKenzie River area); project Pacer Basin (Foxye Basin area); and project Pacer DEW (Baffin Island area) DEWLINE sites. The USAF WPLOs operate traffic coordinating offices at designated water ports for coordinating cargo movement to these areas. MTMC will have a representative at the Port of Embarkation (POE) for Pacer Basin and Pacer DEW.

b. Petroleum products to support DEWLINE sites which are procured on a Free on Board (FOB) destination basis, from Canadian sources, are excluded from this regulation. Under these conditions, the Canadian carrier makes deliveries from an appropriate Canadian port.

12. Responsible Agencies and Actions:

a. The following agencies monitor the preparation and submission of annual requisitions for their area of responsibility, except as indicated in b below:

(1) AFSPACECOM/LKT and TAC (DEW System Office); Pacer Goose (Y31).

(2) TAC (DEW System Office); Pacer DEW

(283), Pacer Basin (284), Pacer Mack (285), and Pacer Alaska (286).

(3) AAC; Cool Barge (175). In addition, AAC:

(a) Functions as the Air Force agency through which all matters pertaining to projects Cool Barge and Pacer Alaska must be coordinated. The AAC monitor will refer all supply support problems for projects assigned to the project monitors designated in AFM 67-1, volume 1, part one, chapter 11, section R.

(b) Monitors the movement of cargo in projects Cool Barge and Pacer Alaska from the staging area to the destination.

(c) Designates the points of origin and of destination for cargo, in coordination with HQ USAF.

(d) Advises MSC and AFLC/DSXR of the annual Cool Barge and Pacer Alaska tonnage and service requirements forecast. Tonnage and commodity forecasts are prepared and distributed according to attachment 5 and AFR 75-15.

NOTE: All references in this regulation to AFR 75-15 concern cargo forecasting requirements and are applicable to Air Force activities only.

(e) Maintains surveillance and performs follow-up on supply actions to ensure timely delivery of code 175 and 286 requisitioned material to designated Cool Barge and Pacer Alaska sealift points of landing.

b. AAC:

(1) Exercises overall surveillance of the annual resupply program within Alaska.

(2) Receives projects Cool Barge and Pacer Alaska slated POL requirements, and consolidates and sends these requirements to the POL supply agency.

(3) Maintains surveillance and performs and follow-up action to ensure arrival of POL products at the designated Cool Barge and Pacer Alaska debarkation point.

(4) Advises HQ USAF/LETT of actual total bulk POL (barrels and equivalent short tons) shipped for project Cool Barge.

NOTE: The Defense Fuel Region Alaska (DFSC/RK) accomplishes the actions described in (2) and (3) above.

c. AFLC:

(1) Exercises overall surveillance of material management and distribution support to arctic projects.

(2) Enforces materiel distribution controls at Air Force depots.

(3) Resolves cargo movement problems be-

yond the capability of the supply activity, transportation office, or Air Force WPLO.

(4) Controls port operations within respective area of responsibility.

d. Air Force WPLOs at Bayonne and Seattle, under the Operational Control (OPCON) of AFLC:

(1) Designate an arctic project monitor at each port.

(2) Coordinate cargo movements in assigned area of responsibility.

(3) Act as the single Air Force agency at the POE. They must coordinate on all matters pertaining to the staging of materials in support of the annual resupply of the arctic areas.

(4) Refer transportation problems which cannot be resolved to HQ AFLC/DS.

e. The designated arctic project monitor, under the operational control of the Air Force WPLO:

(1) Establishes and administers, in coordination with appropriate agencies, agreements and procedures for receipting, inspecting, documenting, segregating, consolidating, packaging, palletizing, and staging of arctic cargo at ports of shipments.

(2) Arranges, in coordination with the appropriate military authority, for an outloading port and holding area for cargo to be moved through Canadian ports by Canadian transportation facilities.

(3) Prepares and disseminates, through the appropriate requisitioning agency where necessary, shipping and marking instructions for cargo to be moved from source of supply to the outloading port. These instructions will include, but not be restricted to, opening and closing dates for receiving cargo at the port, moving cargo to the port, packaging and marking requirements, and customs requirements.

(4) Receives documentation from the staging area service agency, and arranges documentation for the onward movement to destination.

(5) Prepares and disseminates cargo status and after action reports.

(6) Coordinates all Air Force shipping problems that affect water and land transportation and CONUS port operations with the WPLO, MSC, and MTMC, as appropriate. Refers unresolved problems to the WPLO.

13. Cargo Requirements Forecast. Sealift requirements and cargo forecasts are handled differently for Cool Barge, Pacer Alaska, and Pacer Goose.

a. **Cool Barge, Pacer Alaska.** These require-

ments are developed in measurement tons (M/T) and short tons (S/T) by project, cargo sponsor (agency), individual area, sector of base, loading port, and off-load site for outbound CONUS, inbound CONUS (retrograde), and intra- and inter-area moves. Requirements in the following categories need to be identified:

(1) *Bulk*:

- (a) Diesel Fuel—A (gallons and S/T).
- (b) Diesel Fuel—2 (gallons and S/T).
- (c) MOGAS (gallons and S/T).
- (d) JET JP4 (gallons and S/T).
- (e) JET, other (gallons and S/T).
- (f) Other fuels (gallons and S/T).

(2) *Dry Cargo*:

- (a) Vehicles (M/T and S/T).
- (b) Drums—Fuel (M/T and S/T).
- (c) Drums—Miscellaneous (M/T and S/T).
- (d) Subsistence (M/T and S/T).
- (e) Freeze/Chill (M/T and S/T).
- (f) General Cargo (M/T and S/T).
- (g) Base Exchange (M/T and S/T).

b. Pacer Goose. AFR 75-15 explains how to develop these requirements and cargo forecasts. Show the classes of cargo; that is, General, Special, Reefer, etc., the POE and POD, and measurement tons (M/T). State the calendar year (CY) in which the cargo is to move. It is not necessary to show the month of movement.

(1) Each major command (MAJCOM) must gather data from their subordinate activities and then consolidate these data for submission to AFSPACECOM/LKTT. AFSPACECOM/LKTT combines all inputs into a single requirement or forecast and sends data to activities shown in attachment 5.

(2) As a minimum, these reports will be furnished for all budget submissions (Program Objective Memorandum, Operating Budget, President's Budget, and Financial Plan); the MSC-9 (Preliminary Annual Fiscal Report of Sealift Cargo Requirements, RCS: JCS-MS-9); and MSC-10 (Annual Fiscal Report of Sealift Cargo Requirements, RCS: JCS-MS-10). The MSC-9 report is due on 1 April each year; for example, the report due 1 April 1984 will be for FY86 requirements. The MSC-10 report is due on 1 February each year; for example, the report due 1 February 1984 will be for FY85 requirements. The tonnage shown on the budget submissions should

be the same tonnage reported on the MSC-9 and 10 reports. The budget submissions are due at various times and HQ AFLC/DSXR will furnish the due dates as they are established by HQ USAF. HQ AFSPACECOM/LKT will send the budget submission and MSC-9 and 10 reports to HQ AFLC/DSXR.

14. Agencies Responsible for Computing and Reporting Cargo Forecasts. Attachments 4 and 5 (Requisition Submission Schedules) list the agencies responsible for computing and reporting cargo forecasts, and the distribution and the submission date for each forecast.

15. Communications. HQ USAF, AFLC, AAC, TAC (DEW Systems Office), AFSPACECOM, MSC, MTMC, DLA, GSA, and the Air Force WPLOs are authorized direct liaison to accomplish the Arctic Resupply Program. MSC will provide representation at designated ports, as required. These representatives may coordinate directly with the Air Force commands having jurisdiction over their respective areas on matters pertaining to the program.

16. HQ USAF Responsibilities:

a. The Director of Maintenance and Supply (HQ USAF/LEY):

(1) Assists the Director of Transportation, HQ USAF, as required, to ensure proper flow of materiel.

(2) Serves as final authority in resolving Air Force supply problems that are beyond the capability of MAJCOMs to resolve.

b. The Director of Transportation (HQ USAF/LET):

(1) Establishes overall transportation policies and approves changes to established policy.

(2) Coordinates actions on arctic project operations with HQ USAF/LEY.

(3) Provides liaison with AFSPACECOM/TAC, COMSC, CDR MTMC, DLA, GSA, United States Coast Guard (USCG), and the Canadian Government on all arctic project matters that develop at the DOD level. HQ USAF, AFLC, and AFSPACECOM will establish transportation policies and procedures for shipping goods originating in Denmark for delivery to Thule and Sondrestrom ABs, Greenland, which will be carried on Danish flag vessels.

BY ORDER OF THE SECRETARIES OF THE AIR FORCE, THE ARMY, AND THE NAVY, AND THE
DIRECTOR, DEFENSE LOGISTICS AGENCY

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- 5 Atch
1. Designation of Arctic Projects
 2. Arctic Resupply Area—Sealift
 3. Arctic Resupply Area—Airlift
 4. Airlift Forecast Requirements Schedule
 5. Sealift Forecast Requirements Schedule

SUMMARY OF CHANGES

This revision updates the regulation to reflect current operational procedures; clarifies and updates designated Arctic projects (atch 1); revised the maps (atches 2 and 3); and updates requisitioning activities (atches 4 and 5).

Distribution:

Air Force: F

Army: Active Army, USAR: To be distributed in accordance with DA Form 2-9A, requirements for Logistics—D. ARNG—None.

Navy: SNDL A1 (Immediate Office of the Secretary)
A2A (Department of the Navy Staff Offices) (NAVCOMPT and CNR, only) (2)
B5 (U.S. Coast Guard) (COMDT COGARD, only)
21A (Fleet Commanders in Chief and Detachment) (less 21A3)
24D (Surface Force Commanders)
26A (Amphibious Group)
26F3 (Operational Test and Evaluation Force Commander)
41A (Commander, MSC) (5)
41B (Area Commanders, MSC) (COMSCLANT and COMSCPAC only) (5)
41D3A (Offices MSC) (MSCO, Alaska, Norfolk, and Seattle, only) (2)
E3A (Laboratory ONR)
FG1 (COMNAVTELCOM)
FKA1F (COMNAVSUPSYSCOM) (5)
FKM12 (Petroleum Office) (2)

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OP-03, 04 and 098

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DLA: 41; 62, 71, 81

DESIGNATION OF ARCTIC PROJECTS

| <i>Air Force Stations</i> | <i>Activity Address Code</i> |
|--------------------------------|------------------------------|
| Project Cool Barge (G32) | |
| COLD BAY AFS | FY1875 |
| FORT YUKON AFS | FY1877 |
| GALENA APRT | FY1878 |
| KING SALMON APRT | FY1881 |
| KOTZEBUE AFS | FY1882 |
| CAPE LISBURNE AFS | FY1883 |
| CAPE NEWENHAM AFS | FY1885 |
| CAPE ROMANZOF AFS | FY1887 |
| SHEMYA AFB | FY1889 |
| TATALINA AFS | FY1890 |
| TIN CITY AFS | FY1891 |
| USCG Loran Stations (175) | |
| ATTU | ZM1114 |
| SAINT PAUL | ZM1116 |
| PORT CLARENCE | ZM1118 |
| SAINT ELIAS | ZM1119 |
| HINCHINBROOK | ZM1120 |
| Project Pacer Alaska (286) | |
| LIZ-2 | EY2420 |
| LIZ-3 | EY2421 |
| POW-MAIN | EY2422 |
| POW-1 | EY2423 |
| POW-2 | EY2424 |
| BAR-MAIN | EY2425 |
| Project Pacer Mack (285) | |
| BAR-1 | EY2426 |
| BAR-2 | EY2427 |
| BAR-3 | EY2428 |
| BAR-4 | EY2429 |
| PIN-MAIN | EY2430 |
| PIN-1 | EY2431 |
| PIN-2 | EY2432 |
| PIN-3 | EY2433 |
| PIN-4 | EY2434 |
| CAM-MAIN | EY2435 |
| CAM-1 | EY2436 |
| CAM-2 | EY2437 |
| CAM-3 | EY2438 |
| Project Pacer Basin (CODE 284) | |
| CAM-4 | EY2439 (See note 1) |
| CAM-5 | EY2440 (See note 1) |
| FOX MAIN | EY2441 |
| FOX 2 | EY2442 |
| FOX 3 | EY2443 (See note 1) |

Project Pacer DEW (CODE 283)

| | |
|----------------------------------|--------|
| FOX 4 | EY2444 |
| FOX 5 | EY2445 |
| DYE MAIN | FY2449 |
| DYE MAIN, UPPER CAMP (CAMP DYER) | EY2450 |

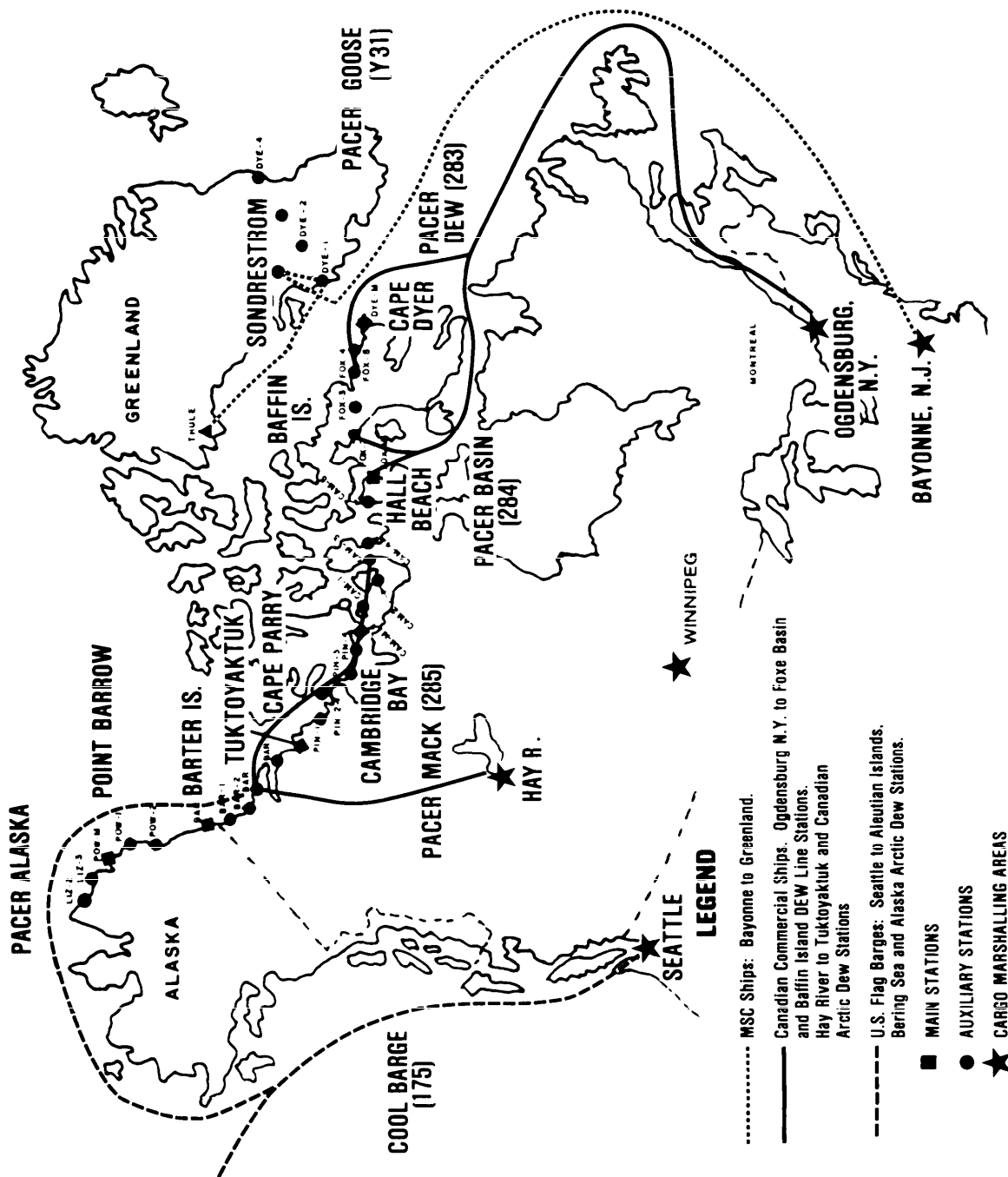
Project Pacer Goose (CODE Y31)

| | |
|----------------|---|
| SONDRESTROM AB | FY2401, FY1566, FE, FF, FP, FS, FT2506, FY9199 |
| THULE AB | FY2410, FY1589, FY2405, FY2412 |
| DYE 1 | FY2451 |
| DYE 2 | FY2452 (See note 2) |
| DYE 3 | FE, FF, FP, FT2507, FS, FY8306 |
| DYE 4 | |

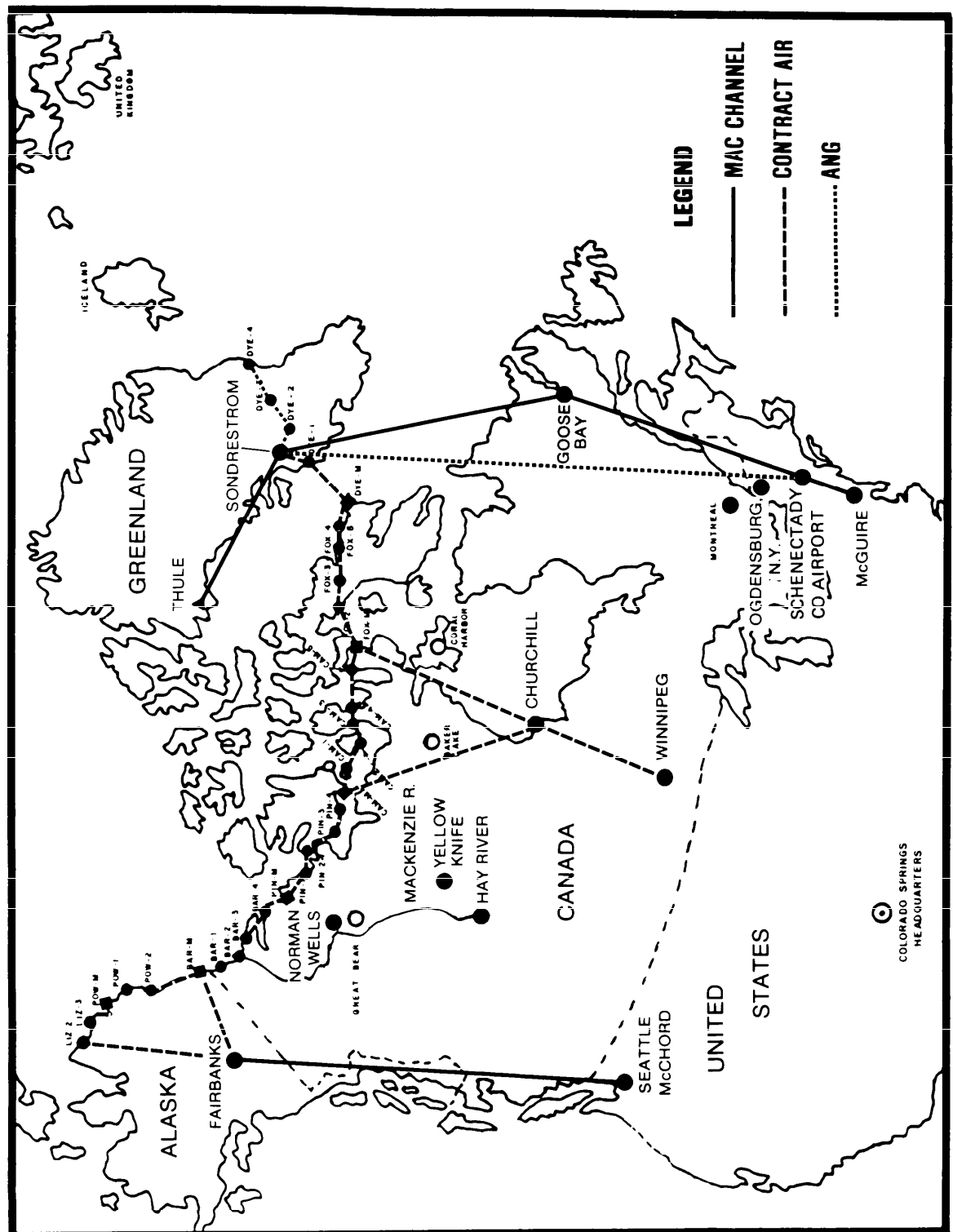
NOTES:

1. For air shipment via FOX MAIN.
2. For air shipment via Sondrestrom.

ARCTIC RESUPPLY AREA--SEALIFT (ICE-FREE MONTHS ONLY)



ARCTIC RESUPPLY AREA-AIRLIFT



AIRLIFT FORECAST REQUIREMENTS SCHEDULE

All Arctic airlift forecast requirements are submitted in accordance with AFR 75-15.

| Reporting Activity | Submit To | Distribution | Submission Date |
|--|----------------|----------------|-----------------|
| O&M Contractor, Thule AB, GL | AFSPACECOM/LKT | AFSPACECOM/LKT | see note |
| O&M Contractor Sondrestrom AB, GL | AFSPACECOM/LKT | " | " |
| O&M Contractor, BMEWS, includes Thule, Sondrestrom, Clear AFS, AK; Mildenhall AFB, UK | AFSPACECOM/LKT | " | " |
| O&M Contractor Dewline, includes Dye Sites 1, 2, 3, 4 Keflavik, Iceland (NARS), 4700 ADS (TAC) | AFSPACECOM/LKT | " | " |

SEALIFT FORECAST REQUIREMENTS SCHEDULE

| Reporting Activity | Consolidated Tonnage for | Distribution | Submission Date |
|----------------------------|--|--|--|
| (HQ TAC) DEW System Office | Pacer Mack (Code 285) | HQ TAC/LGTT HQ AFLC/DSXR Northern Transportation Co USAF WPLO Seattle HQ USAF/LETT, Canadian/ Commercial Corp | Preliminary—1 November Final—25 March |
| (HQ TAC) DEW System Office | Pacer Basin (Code 284) Pacer DEW (Code 283) | HQ TAC/LGTT HQ USAF/LETT Canadian Commercial Corp Ministry of Transport (MOT) Canada USAF WPLO Bayonne | Preliminary—1 November Final—25 March |
| AFSPACECOM/LKT | Northeast Area Pacer Goose— Code Y-31, and DYE 1, 2, 3, 4; Other Northeast units supported by Sondrestrom and Thule (except POL for Dye 1 and Dye 4) | HQ AFLC/DSXR HQ USAF/LETT USAF WPLO Bayonne 4700 ADS (TAC) COMSCLANT Bayonne 1012 ABG Thule/LG 1015 ABG Sondrestrom/LG O&M Contractor Thule O&M Contractor Sondrestrom O&M Contractor, PHQ, CO Springs, CO | Preliminary—15 January Final—15 April (see note) |
| Alaskan Air Command | Project Cool Barge Code 175 (Yukon River Bulk POL only) | Cdr, 172 Inf Bde | Preliminary—15 January Final—20 March (see note) |
| Alaskan Air Command | Project Cool Barge Code 175 Pacer Alaska, Code 286 | HQ USAF/LETT HQ AFLC/DSXR COMSC WASH DC USAF WPLO Seattle COMSCPAC | Preliminary—15 October Final—15 March (see note) |

NOTE: Activities are responsible for reporting cargo requirements to AFSPACECOM/LKT according to AFR 75-15. Update as required. (AFSPACECOM/LKT will consolidate inputs and forward to appropriate agencies.)